

River Currents

Second Coast Guard District
Vol. 11, No. 2 April 1991



River Currents

Second Coast Guard District

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Story and photo submissions to RIVER CURRENTS must be received by the fifteenth of the month prior to publication. Story submissions should be legible and likely will be edited for length and readability for a broad audience. Photo submissions will not be returned unless specifically requested. Polaroid photos are generally not acceptable. Photo submissions should be standard or larger prints from 35mm film, either black and white or color. Action photos of Second District Coast Guard people doing their jobs are most likely to be published. Please identify people in the photos. Also indicate the name of the author and/or photographer for proper credit.

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On the front ...

An employee welds a buoy. H & G Marine Service builds all the buoys for the fourth largest user of aids to navigation in the world — the Second Coast Guard District. (photo by PA2 John Moss).

Savings Bonds

Make An Investment In Your Future

by CDR Richard Engdahl

This year's U.S. Savings Bond campaign runs from April 12 through May 15. Over the years, Savings Bonds and Savings Bond drives have received a checkered reputation which may be keeping you from clearly seeing the advantages of owning bonds.

Why own bonds? In the past, people may have thought they had to out of obligation. While bonds do help our country by giving our government a cheaper way of raising money, they are also a good deal for the buyer.

Why is it a good deal? It's safe. In this era of bank problems, bond defaults and economic uncertainties, there are few sure things. Yet, Savings Bonds carry the full backing of the U.S. government. The whole U.S. government would have to fail before you would lose a dime.

Savings Bond rates are competitive. A bond's yield is renegotiated every six months and carries a guaranteed minimum. Bonds purchased today would have a guaranteed minimum of 6% and are currently at 7.19%. (Note: most banks only pay 4.5-5% for savings accounts.)

Bonds have tax advantages. All interest from U.S. Savings Bonds is tax deferred until they are redeemed, and then they are still exempt from state and local taxes. There are also provisions for using the interest, tax free, for you, or your family's higher education.

Savings Bonds make it easy to save. Money and financial planners often say: "Pay yourself first," which is another way of urging us to put aside some money each month into a savings plan. With a payroll deduction, there is very little pain in buying the bonds. With a minimum deduction, you can start your savings plan right away.

So, need any more reasons? Everyone benefits: you, your family and your country. Please take the time to consider starting or increasing a Savings Bond allotment; you'll be glad you did.

The following people submitted stories, information or photographs for this issue of River Currents. We greatly appreciate their efforts in helping us get their stories told. The deadline for the June issue is May 15.

CDR Jack Buri, MSO Paducah
CDR Richard Engdahl, CCGDTWO (osr)
CDR Jon Minor, RU Wheeling
LCDR Carl Schellenburg
LT Michael Suire, CCGDTWO (dl)
BM2 Myron Hooks, MSO Huntington
HS1 Tom Jacobson, St. Louis Army Health Clinic
Connie Fruits, CG Institute

High Water Sinks Boat

by CDR Jack Buri

Marine Safety Office Paducah is conducting a marine casualty investigation into the Jan. 13 sinking of the M/V Jessie Flowers. The Jessie Flowers sank after the Ohio River pinned the boat against the Smithland Lock and Dam.

The M/V Jessie Flowers arrived at the Smithland Lock and Dam on the Ohio River with a 16-barge tow. The Corps of Engineers Lockmaster had been unable to lock vessels through since Dec. 30, due to the high river stages from recent heavy rains. As an alternative, since the river was so high, most vessels elected to navigate over the fixed weir portion of the dam; such was the intention of the Jessie Flowers.

Late that afternoon, following one unsuccessful attempt to navigate the fixed weir, the vessel began its second approach. Slowly, barge after barge cleared the

weir, but when time came for the boat to cross, it stalled out. As it stalled, the head of the tow drifted slightly to the left, allowing the current to push the vessel toward the concrete pier abutment at gate 11 of the dam.

The barge on the port side of the Jessie Flowers struck the pier abutment, causing the tow to break at the steering coupling. The boat and barges quickly pivoted and were pushed to the face of the dam. Realizing the danger, the pilot ordered all hands to abandon ship. The strong currents pinned the boat against the dam and slowly



Portions of the towboat Jessie Flowers, wedged in a gate at the Smithland Lock and Dam, are visible in the swift current of the Ohio River.

began pulling it under. Two and a half minutes later, the Jessie Flowers sank out of sight.

Ironically, this was the first time the lock and dam had allowed boats to cross the fixed weir.

Oklahomans Show Support



CDR Harvey Langholz, CO of the Coast Guard Institute, and Auxiliarist Ben Ewing, District XVI, pose with list bound for Persian Gulf.

During a recent boat show, people were asked to sign a scrolled message to the Persian Gulf troops. They responded overwhelmingly.

"They more than just signed it," said Ben Ewing, a local Coast Guard Auxiliarist, "they wrote all kinds of messages — some humorous, some moving, but all were very supportive."

\$\$\$ For Your Thoughts

by CDR Richard Engdahl

Do you have an idea on how the Coast Guard can do its job better? Submit it to the Idea Express.

Your idea may be one that saves time, money or is just a simpler way of doing business. Idea Express greatly simplifies the process of submitting, evaluating and instituting suggestions. It can also make you money. You may receive 10% of the actual first year's savings if your suggestion is approved. For some individuals this has meant thousands of dollars in awards.

The procedures for Idea Express are in COMDTINST M5305.4C.

The Second District has been doing a good job in getting suggestions in, but we could do better. In the last year we have had 43 suggestions submitted. The largest award approved was \$250. While this is certainly commendable, there are ideas out there which will award you thousands of dollars.

So take a little time and take a fresh look at what you're doing and how you do it. Remember, anyone can make a lot of money with the right idea. It could be you.

Joint-Service Efforts...

Air Force And Coast Guard Work Together In Search And Rescue

by PA3 Rob Raskiewicz

An Alzheimer's patient wanders from a nursing home and into the Vermont countryside. After a brief search, the local sheriff determines it's too big a job for his limited resources. At the exact same time, a lumberjack is hit by a falling tree somewhere on the northern slope of Mt. Rainier and his condition is critical. In both cases help is needed, but who do you call?

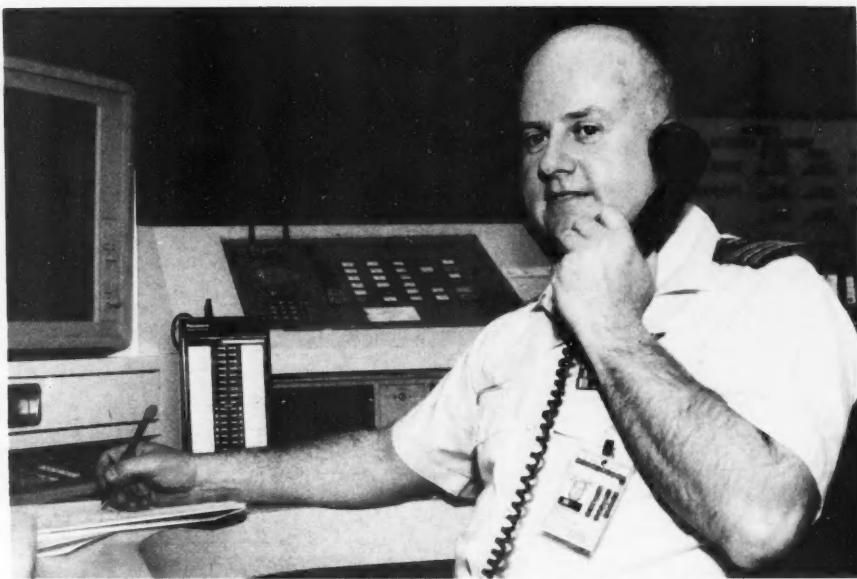
Though the two incidents are roughly 3,000 miles apart, they are typical of the inland search and rescue cases handled by the U.S. Air Force Rescue Coordination Center at Scott Air Force Base, Ill. Commander John Glen, a 26-year veteran of the Coast Guard, works at the Rescue Coordination Center, where, for the past two and a half years, he has been the Coast Guard's liaison officer.

"My job is to interface with the Air Force in areas where the Air Force and the Coast Guard meet in search and rescue (SAR). The Air Force is responsible for all inland search and rescue in the continental U.S., excluding navigable waterways, which is the Coast Guard's," said Glen. The rescue center handles everything from downed aircraft to lost people to medical evacuations to emergency blood transportation, he said.

The Air Force doesn't set aside resources (planes, trucks, etc.) specifically for SAR; rather, they call on whatever federal resource is the most practical for each incident.

"We help coordinate federal assets. We are not responsible for the search; nobody here ever goes out and actually participates in the searches," Glen said.

"Going back to the example of the injured lumberjack," Glen said, "we would receive a call from a state-level agency and they would request federal assistance to help in the evacua-



CDR John Glen works at a SAR-case display terminal. He may be the last Coast Guard officer assigned to the Air Force rescue coordination center. (photo by PA3 Rob Raskiewicz)

tion. There's a lot to consider when assigning a specific agency or unit, such as location, availability and length of sortie. Sometimes it's the Air National Guard, for others it may be the Coast Guard or Navy; it just depends on the job."

State-level organizations aren't the only ones to channel through the office looking for help. The Coast Guard has on occasion needed assistance.

"If someone gets seriously injured on a ship 1,000 miles off shore, the Coast Guard may not have the resources to fly that person to a hospital. They contact us and ask if we have an Air Force resource that can be utilized," Glen said.

The Rescue Coordination Center handles roughly 7,500 incidents a year. An incident is anything that deserves their attention. Last year, the office handled 2,891 actual missions.

"The majority of our job is dealing with aircraft Emergency Locator Transmitters (ELTs are a position indicating radio that sends out a continuous signal in the event of a crash). We have a lot of false alarms, literally hundreds of them. We have to

find them and determine if it's an actual crashed airplane or not. If it isn't, we make sure the ELT is silenced in case a plane does crash. Also, the Federal Aviation Administration sends us overdue aircraft reports and we coordinate the search," he said.

Among other things, the Air Force Rescue Coordination Center sponsors a SAR mission coordinator course which they conduct six times a year throughout the country. The course teaches search techniques and other related SAR topics to state and local organizations like civil air patrols, police departments and rescue teams. Glen performs two or three of these seminars a year.

Glen is fast approaching the end of his tour at Scott AFB. He is currently the fifth Coast Guard officer to hold this particular job, and may also be the last. If a replacement cannot be found, the billet may be dropped. According to Glen, there currently is no replacement ordered to take over.

When asked to sum up his job, Glen had this to say: "If you have to do a non-aviation tour, this is the place to do it."

Your Next Move

Early Planning Could Save You Some Trouble

A successful move is not a matter of chance. It is the result of planning and hard work. If you expect a good, smooth move, you must play an active role.

Here are some "tips" for moving your household goods. When planning a permanent change of station (PCS) move, visit or call your transportation officer as soon as possible after receiving written orders.

TIPS FOR A SUCCESSFUL MOVE

- Request the very informative pamphlet "It's Your Move", it's full of valuable information.
- You will need 10 copies of your orders (and amendments, if any) to assure having enough copies to cover each type of shipment you may have.
- Know your weight limits and stay within them. You pay for extra weight, not the government and it could cost you hundreds or even thousands of dollars.
- Provide origin, intransit and destination telephone contact numbers if possible. This will ensure contact with you should a problem arise with your shipment while in the carrier's possession.
- You must be home when the movers arrive to pack and remove your property.
- Have a Power of Attorney or letter of authorization if a representative (even your spouse) will be handling the move in your absence.
- Keep your origin and destination Transportation Offices informed of any changes that may affect pickup or delivery of your shipment.
- Remove TV antennas, air conditioners, and all personal property from the attic, crawl spaces or similar storage areas.
- Assure that appliances like washers, dryers and stoves are properly disconnected before the movers arrive.
- Dismantle outdoor play equipment and outdoor structures such as utility sheds and playhouses.
- Do not leave cash, jewelry or expensive items unguarded. Keep them locked in a car or at a friend's house.
- Assure each carton and unboxed item has an inventory tag and appears on the inventory form. When you receive your personal property, make sure it's all there by checking each item off the inventory.
- Ensure the carrier notes any lost or damaged items on all copies of the inventory and on the DD form 1840. Should you incur loss or damage, ensure you place an estimated value of total items on the form.
- Immediately contact the destination Transportation Office if problems arise rather than argue with the carrier personnel.

Remember, ask questions, get all the information you can and plan for your next move. Your transportation officer is there to help. In the Second District, contact Ms. Cordelia Penton at (314) 539-2690.



Ceremony Welcomes N



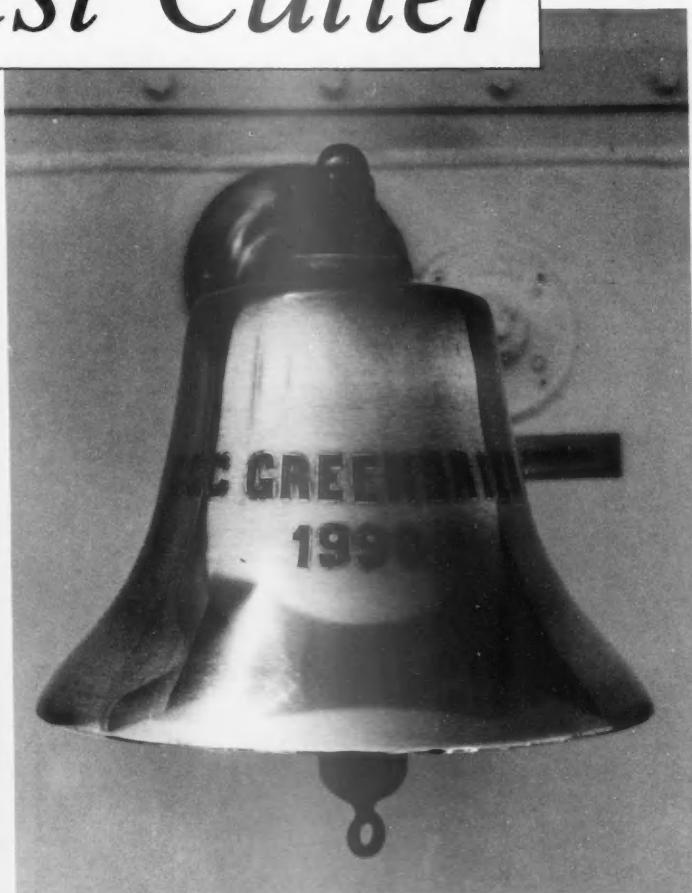
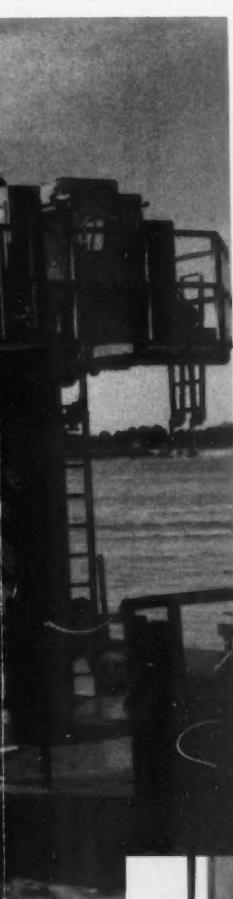
Champagne splashes as Miss Lori Keen, daughter of BMCM Gary Keen, helps place the cutter in service. (photo by PA3 Rob Raskiewicz).

The Second Coast Guard District's newest cutter, the Greenbrier, is homeported in Natchez (photo by PA3 Rob Raskiewicz).

Greenbrier's Statistics

*Length	75' 8 5/8"
*Beam	24' 5"
*Draft	5' 1 1/4"
*Displacement	172.2 long tons
*Propulsion	Twin Caterpillar diesels
*Speed	9.25 Knots
*Fuel oil capacity	3276 gallons
*Water capacity	2573 gallons
*Horsepower	1080 SHP

Newest Cutter



BMCM Gary Keen, first officer in charge of Greenbrier, addresses guests and crew during the ceremony.
(photo by PA3 Rob Raskiewicz)

COAST GUARD BRINGS NEWEST CUTTER IN SERVICE

The newest Coast Guard cutter, the Greenbrier, was officially placed into service in Natchez, Miss., on March 7. The Greenbrier is the second of two new cutters in the Second Coast Guard District — the previous cutter was the Kankakee, placed in service Dec. 5.

Master Chief Boatswain's Mate Gary Keen, along with a crew of 18 other enlisted people, is the first to serve aboard the cutter.

The cutter Greenbrier was built by Avondale Boat Division and delivered to the Coast Guard last December. The Greenbrier is homeported in Natchez, Miss., and has the largest area of responsibility of any of the district's buoy tenders. It services a combined total of more than 600 miles of western rivers, up to 200 buoys and more than 400 shore aids.

The cutter Greenbrier is the second cutter to wear the name. The first served the Coast Guard from 1924 until 1947. It was used for aids to navigation duty on 433 miles of the Kanawha and Ohio Rivers. The cutter was the first inland buoy tender built for the U.S. Lighthouse Service. The Lighthouse Service was incorporated into the Coast Guard in 1939.

Buoys Are Big Business

Small Town Company Is Coast Guard Supplier

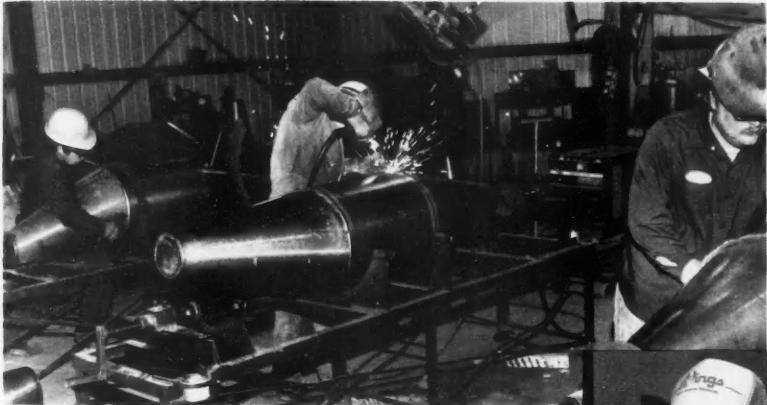
by PA2 John Moss

Perryville, Mo., is home to the factory that supplies buoys to the fourth largest user of aids to navigation in the world—the Second Coast Guard District.

H&G Marine Service, Inc., is the sole manufacturer of buoys used by the district's 18 river tenders. Producing more than 50,000 buoys in five years might lead one to believe they have a sprawling complex with hundreds of employees. The truth is, only 22 people accomplish this seemingly monumental task.

Partners Harold Gibbar and Dennis Besand began their operation in 1985 with nine employees. They have since expanded but still remain a small, informal company.

Their only product is buoys. H&G Marine builds sixth and fourth-class buoys for the western rivers. "Competition is such that if you don't stick with one thing you're not too successful," said



Twenty-two people keep busy making all the buoys for the Second District. (photos by PA2 John Moss).

Harold "Junior" Gibbar.

Before building buoys, Gibbar and Besand spent several years as river pilots pushing rock barges down the Mississippi River. Too little income and too much time away from home caused them to look for a different line of work. They bought equipment from a defunct

buoy factory in Sikeston, Mo., and began bidding on Coast Guard contracts.

"We were lucky enough to be successful on our first contract in 1985," said Gibbar.

Their central location in Perryville—about 100 miles south of St. Louis—gives them an edge over their competition. It makes it easier for them to pick up materials from their suppliers and deliver buoys to Coast Guard units. Even so, their trucks will travel about 140,000 miles this year.

Like most businesses, competition can be fierce. "Buoy manufacturers have had kind of a bad history," said Gibbar. He said most people go broke after about three years.

Gibbar and Besand have tried to do whatever it takes to keep that from happening to them. "You can see how I'm dressed. I was out there earlier sweeping the floor and painting buoys. Nobody drives Cadillacs around here."

Their efforts seem to be paying off. H&G Marine recently won a five-year contract with the Coast Guard worth between \$10 and \$18 million. Their bid was lowest among 125 companies. This year, the Second District expects to buy about \$2 million worth of their buoys.



Dennis Besand, one of the H&G partners, was a river pilot before starting the business with Harold Gibbar.



Painting the buoys is the final step before delivery to the Coast Guard. (photo by PA2 John Moss).

Special CG Boat Patrols Gulf

"Raider" Gun Boat Not Only Fast, But Durable

The Port Security Units serving in the Middle East utilize a special piece of equipment that is perfectly suited for the job and its unpredictable environment.

That equipment is the 22-foot, Boston Whaler-built "Fast Raider" boat. Supplied to the Coast Guard just last year, and outfitted with twin 155HP outboards, these boats are armed with two .50 caliber machine guns or the lighter and less potent M-60 machine guns.

One word describes these boats: FAST! They can easily run down any suspect vessel, and at the same time pack a powerful punch that the enemy

won't soon forget.

Each Raider is equipped with a radar and full communications package. The machine guns can be quickly moved by sliding them along a track built onto the boat's gunwale.



Streaking across the water, the 22-foot "Fast Raider" boat patrols part of the Persian Gulf. (story by LCDR Carl Schellenburg and photo by PAA Chuck Kalnbach).

The Raiders are also unsinkable. They have unexplodable fuel tanks and a low profile engine installation which makes them a poor target. The hull is a sandwich of fiberglass filled with dense unicellular polyurethane foam.

In an acceptance test for the Coast Guard, a Raider's hull was literally riddled with .50 caliber bullet holes and showed no signs of sinking.

MSO Helps In Recycling For Third World Aid

by BM2 Myron Hooks

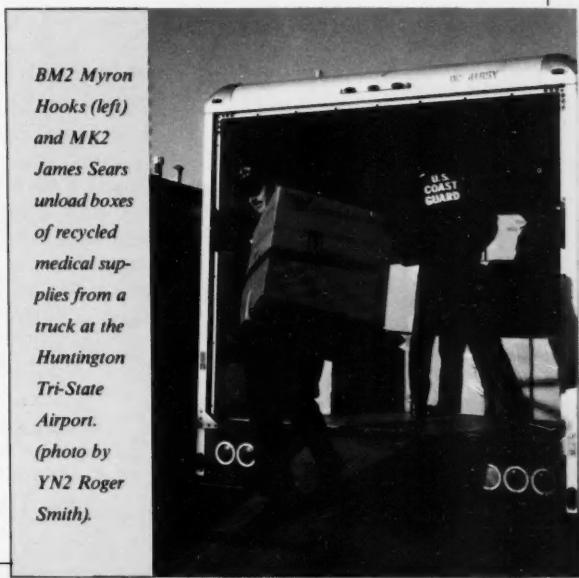
Nearly everyone is searching for items to recycle. People from Marine Safety Office Huntington, W.Va., and Coast Guard Reserve Unit Charleston, W.Va., recently organized and participated in a project that helped recycling and furnished Third World medical clinics with supplies.

A research lab at Marshall University in Huntington conducts sterilization tests on medical supplies. Once tested, supplies must be sent back and resterilized. Companies consider this too expensive and returned

supplies are thrown away.

Coast Guardsman, in cooperation with the university and the Christian Pilot's Association, sorted and repacked 63 cases of returned supplies valued at over \$100,000. These recycled supplies will be flown to clinics in Central America, South America and Mexico and sterilized there. This project reflects local efforts to reduce waste and exemplifies our primary mission — SAVING LIVES.

BM2 Myron Hooks (left) and MK2 James Sears unload boxes of recycled medical supplies from a truck at the Huntington Tri-State Airport. (photo by YN2 Roger Smith).



You Are What You Eat



by HSI Thomas A. Jacobson

FAT, FIBER, AND SALT

It is said, "you are what you eat". This is very true, because, how you look and feel is a direct reflection of the food you eat. Nutrition is not just dieting or weight reduction. Weight problems are of concern, but there are other problems associated with nutrition that are also important to recognize. Foods high in fat content can contribute to heart disease. Diets low in fiber can lead to many stomach and intestinal problems. Foods high in salt can contribute to high blood pressure. These problems may be minimized by a nutritious diet low in fat and salt, and high in fiber.

FAT is a source of food energy. There are two kinds of fat: saturated and poly-unsaturated. Saturated fats are usually of animal origin. They also include vegetable fats which have been hardened or partially hardened. These are shortening and certain margarines. Poly-unsaturated fats are of plant origin. They are thought to help lower blood cholesterol. If you have to cook with fat, use corn, safflower, sunflower seed, cottonseed or soy oils. The typical American diet has far too much saturated fat. This tends to increase blood cholesterol which causes the development of heart disease. The recommended daily intake of fat is less than 30 per cent of your recommended caloric intake. For example, knowing 1 gram of fat has 9 calories, a caloric intake of 2000 calories per day should not exceed 66 grams of fat per day.

Most Americans eat only half of the amount of fiber suggested for good health. FIBER is the part of the plant that we cannot digest. Diets high in fiber and low in fat may reduce the risk of heart disease and intestinal cancer. It is important to eat a wide variety of foods high in dietary fiber every day. The recommended fiber intake is 20 to 30 grams per day. Whole grains, oatmeal, corn, brown rice, beans, peas, and fruits and vegetables with skin are a good source of fiber. If you are not eating enough fiber now, you should gradually increase your intake of high-fiber over several weeks. Also, increase your water intake as you increase your fiber intake.

SALT (sodium) is a mineral that occurs naturally in many foods. One teaspoon of table salt contains 2000 milligrams of sodium. The suggested daily intake of sodium is no more than 2300 milligrams. The aver-

MILITARY AWARDS

Coast Guard Achievement Medal with "o":

BMCM R. M. Loncar, CGC Chena
SS2 R. Kolbicka, CGC Osage

Coast Guard Achievement Medal:

EMC R. E. Reinecker, RU Pittsburgh
QM1 R. T. Hendrickson, D2 (osr)
YN2 R. A. Smith, MSO Huntington
YN2 D. C. Chamberlain, CG Institute

Commandant's Letter of Commendation with "o":

BMC D. W. Hess, MSO Huntington
BMC K. W. Lairson, CGC Wyaconda
SS3 W. E. Rowney, CGC Sangamon

AUXILIARY AWARDS

Award of Merit:

Leverne Seversike, Northern Region
Virginia Vestal, Northern Region
Austin Vestal, Northern Region

Award of Operational Merit

Kenneth McVea, Northern Region

Award of Administrative Merit

Charles Waterman, Eastern Region
David Edgecomb, Western Region
Patricia Stodgill, Northern Region
Rick Stodgill, Northern Region
Eva Reed, Northern Region

Plaque of Merit:

Edward Bogard, Northern Region

Group Action:

Joe Frentzen, Western Region
William Irby, Western Region
Hallet Parrish, Western Region
Allan Crump, Western Region

age American diet contains up to 10,000 milligrams of sodium. A diet high in sodium can contribute to high blood pressure. Processed meat (ham, bacon, lunch meats) are much higher in sodium than plain meat (chicken, beef, fresh pork). Canned and preprocessed foods are high in sodium. Seasoning such as soy, steak, and barbecue sauces are high in sodium. In fact, a serving of plain rice has no sodium, but by adding only one teaspoon of soy sauce you increase the sodium by 1000 milligrams.

Dietary information is contained on a product's nutritional label. Be sure when reading these labels you notice the serving size. In many cases, for example, a 12-ounce package will have a serving size of 6 ounces. Thus, all the nutritional information is recorded by half the amount actually in the product. By reading labels and following a diet low in fat and sodium, and high in fiber, you greatly increase your chances for a healthier life.

Current Notes...

"News from and for Second District People"

Institute Supports Persian Gulf Coasties

by Connie Fruits

Training didn't stop just because there was a war on. So, members of the Coast Guard Institute in Oklahoma City supported Coast Guard men and women in the Persian Gulf with correspondence courses and test materials.

The 350-plus Coast Guard regular and reserve members that participated in Operation Desert Storm requested and received nearly 150 correspondence courses and tests, and 40 service-wide exams, said Commander Harvey Langholtz, commanding officer of the institute.

In addition to official materials, there were Christmas, Valentines and Easter packages sent from the institute.

Reservists Honored By Navy League

by CDR Jon Minor

Coast Guard Reserves were honored at a luncheon and meeting of the Navy League of the United States, Pittsburgh Council, at Marine Safety Office Pittsburgh on Feb. 19.

John MacPherson, Navy League liaison officer for the Coast Guard, presented Commander Michael Stango, commanding officer of Reserve Unit Pittsburgh, and Commander Jon Minor, commanding officer of Reserve Unit Wheeling, a plaque for the Coast Guard Reserve's support of the Navy League. John MacPherson cited the warm

working relationship between the Navy League and the Coast Guard Reserves in the Upper Ohio Valley. Also mentioned was the role of the reserves in Desert Storm and last year's flooding in the Ohio River Valley.

Navy League President Dick Kennedy, cited the strong relationship between the Coast Guard and the Navy League in supporting families who have service members serving overseas in Desert Storm.

Attention! Missouri Mobile Home Owners

by LT Michael Suire

If you are a mobile home owner in the state of Missouri, be wary. Missouri has declared that mobile homes, which are traditionally personal property, are to be taxed as real property separately from the land on which they sit. This position directly contradicts the provisions of the Soldiers' and Sailors' Civil Relief Act of 1940 exempting nonresident aliens of a state from taxation on their personal property. The biggest part of this problem is that the various county tax assessors only know if you live in a mobile trailer; they do not know who is or isn't in the military or who is or isn't a Missouri resident. If you are a mobile owner on active duty with a military service and you receive a real property tax assessment, contact the district legal office before you pay the assessment. You may be exempt. If you have already paid the assessment and, in light of this information, believe you should be exempt, contact the district legal office as well. You may be



able to get a refund on the payment. The telephone numbers are (314) 539-3727 and FTS 262-3727. Remember, if you don't ask, we can't help.

Coast Guard Sponsors Annual Industry Day

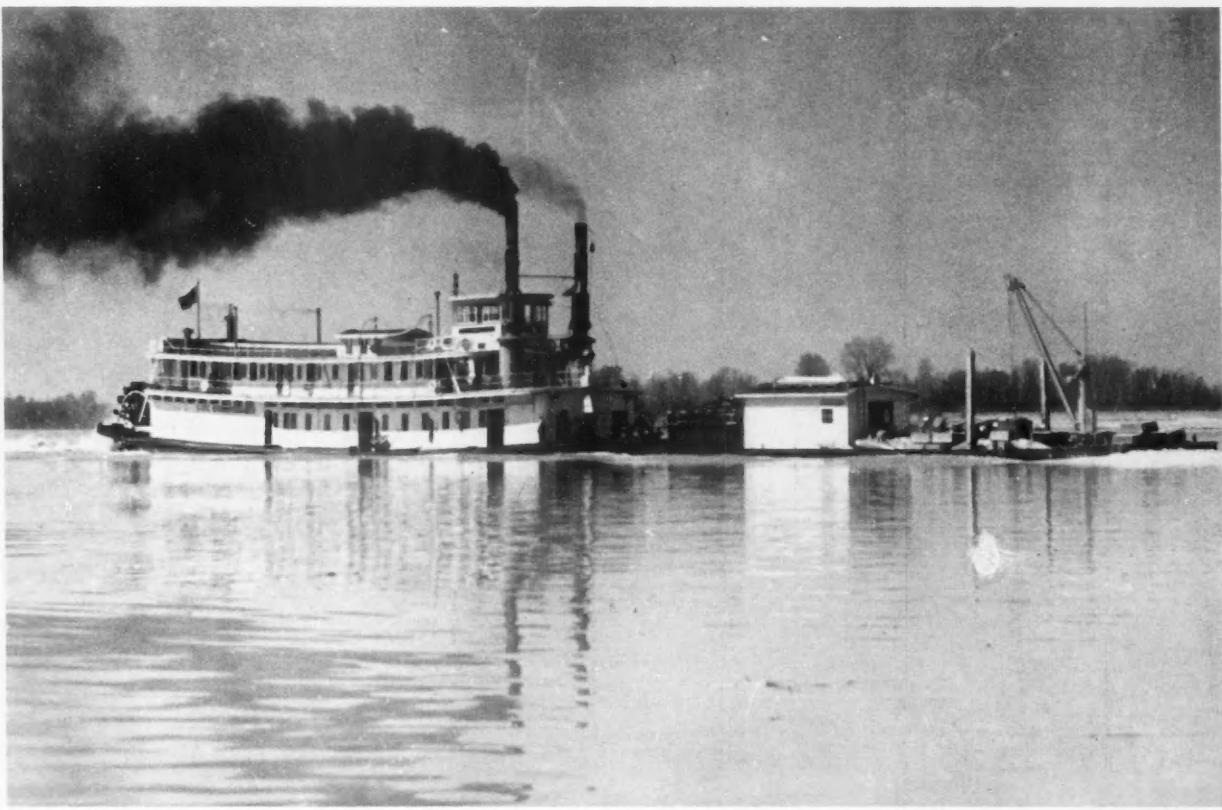
by PA3 Rob Raskiewicz

The Second Coast Guard District held its annual Industry Day at the Adam's Mark Hotel in St. Louis on March 5.

Industry Day provides an opportunity for the open exchange of information on issues of mutual concern to the inland marine community and the Coast Guard.

The event consisted of a general session that dealt with the Oil Pollution Act of 1990, User Fees and Second District operations. This was followed by three smaller group sessions for the towing industry, facility operators and the small passenger vessel industry. Also on the agenda, the Coast Guard presented public service awards to several local civilians for acts of heroism and supporting the missions of the Coast Guard.

The Marine Section of the National Safety Council, the St. Louis Chapter of the Propeller Club of the United States, the U.S. Army Corps of Engineers, the National Association of Passenger Vessel Owners and the American Waterways Operators all held functions to coincide with Industry Day.



The first inland buoy tender built for the U.S. Lighthouse Service steams along. The original Greenbrier served the Coast Guard from 1924 until 1947.

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